

WHOLE NUMBER, 14,323.

RICHMOND, VA., SUNDAY, JUNE 27, 1897.

THREE CENTS PER COPY.

TERRIBLE ACCIDENT.

TRAIN GOES THROUGH A BRIDGE IN MISSOURI.

A NUMBER OF PEOPLE KILLED.

THIS NUMBER VARIOUSLY ESTIMATED AT FROM 9 TO 25.

BRIDGE HAD BEEN WEAKENED.

The Stream Under It Had Been Suddenly Swelled by Rain from a Brook to a Ten-Foot-Deep Torrent.

KANSAS CITY, Mo., June 26.—The St. Louis express on the Washburn railway, which left here at 6:29 this evening, plunged through a trestle at Missouri City, Mo., at five minutes of 7 o'clock, carrying down the entire train, and the section of the rear car, a Pullman. The wreck, which, a few hours previously, was practically empty, had become a raging torrent, because of a tremendous down-pour of rain, and the structure was weakened. Seven persons are known to be dead, and the list may reach twenty-five. There were twenty-five passengers in the chair-car, and only a few of these are accounted for.

John Ennis, travelling salesman for Buchanan & McKnight, was in the rear of the train, which was the only one which escaped injury. It was likewise the only car in which none of the passengers were injured. Mr. Ennis had an interview with a farmer who had come from Missouri City in the evening, and was at the place where the wreck occurred to flag the train. The farmer claimed to have waved a flag on the track, but owing to the terrific rain the engineer was unable to see the signal.

Mr. Ennis says the wreck occurred at 7 o'clock. The engine passed over the trestle, which broke immediately afterwards, and the tender, together with the front, or through smoking-car, was thrown backwards into the gorge. The farmer with whom Mr. Ennis talked said that at 5 o'clock there was practically no water in the gorge, but that at the time of the wreck it was a raging torrent, ten feet or more in depth. The farmer said the bridge was clearly unsafe, and had impeded him to stand in the storm in an attempt to flag the train.

NO TRAINMEN LEFT.

There were no trainmen left unharmed on the side of the gorge on which most of the cars were left, so far as Mr. Ennis knows, the engineer and his fireman being on the other side. The passengers were left to take independent action in rescuing the victims. One of the most important things, and one which secured the safety of the remaining passengers on the train was the flagging of a freight train which followed the passenger train, about ten minutes. This freight train was flagged by passengers 30 feet from the wreck. Mr. Ennis said a passenger on the train estimated that there were at least forty passengers in the smoking-car, and that not more than ten were rescued from this side of the gorge. Most of the smoker passengers, if they were saved, were found on the other side. It was generally believed by the passengers to whom Mr. Ennis talked that very many passengers of the smoker had been killed, but no one could give an estimate of the number. The news-boy and conductor were both in the front smoking-car at the time of the wreck, and both are believed to have been instantly killed. Mr. Ennis thought a conservative estimate of the number killed would be twenty, and that it was more likely more than less than that number. The mail clerk and express messenger, C. W. Harbold, a travelling salesman for Henry, Bird, Thayer & Co., were the men who flagged the approaching freight train. Both agreed measurably with Mr. Ennis in his accounts of the wreck and estimates of the number killed. Both said they did not see a trainman after the wreck, and were of the opinion that all except the engineer, fireman, and Pullman conductor were killed. The freight train, they said, was about ten minutes behind the passenger train.

THINKS TEN OR MORE WERE KILLED.

Lee Campbell of Kansas City, was in the rear car. He said: "We hardly felt the shock. I should think there were at least ten or twelve killed, from the reports I have heard from the passengers on the other cars. The baggage-master and mailman were undoubtedly killed. The mail-car, baggage-car, and smoker are down in the water, on the other side of the gorge. I think the gorge was about 15 feet from the top of the trestle, on this side of the gorge the sleeper, which was under the chair-car in the train, ran under it, and the Excelsior Springs, or second smoker, is over the chair-car. The front of the second smoker is broken in, and two people in that car were injured. I heard a passenger who passed through the chair-car early in the evening say after the wreck that it was filled with travelling men."

H. H. Dillon, an attorney of Topeka, with his wife and son and servant, was in the sleeper, on route for New York. He said no part of the sleeper was under water in the gorge. It was standing on end, and the passengers escaped by climbing through the windows. No one in the sleeper was hurt.

Mrs. Nellie Merrick, of Carrollton, Mo., was in the first chair-car, but escaped uninjured. Her companion, Miss Alice Dusk, also of Carrollton, was severely bruised about the left side of the head, arm, and shoulder.

Mrs. Merrick said that J. W. Smith, of Houebeck, was the only man who took any part in rescuing the ladies in the chair-car, so far as she knew, and that he carried several of them out of the car, including herself and Miss Dusk.

The wife and child of Rev. Dr. Northrup, who were passengers on the train, escaped injury.

Rev. T. P. Haley, of Kansas City, was in the last car with his wife, and both escaped injury.

It came so quickly and without the slightest warning, "said he, in talking of the accident, "that it is difficult to give a connected story of the terrible affair."

"We had reached a point about a mile this side of Missouri City, when, without a moment's warning, the bridge gave way, and in an instant the train was a wreck. The engine and tender passed over the bridge, and the chair-car, the mail-car, the mail-car, and the chair-car went down. The sleeper was thrown under the chair-car, and the baggage-car was thrown almost on end upon the top of the other car, at an angle of fully 10 degrees, as if hoisted to that position with a derrick.

The number of the dead is estimated

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It was made by a select coterie, which had, apparently, very excellent reasons for knowing that Buckvidere would run second, and the component parts of the contest found 2 to 1 for place about as good a thing as they wanted.

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Buckvidere, ridden by Slaughter, came first, Tippon, ridden by Garner, next, and Ornament, with Clayton in the saddle, last. The crowded grandstand gave them the usual encouraging help, and they went to the post. Starter K. H. Chinn sent them away to a flying start, and Buckvidere a nose in front. Force of habit sent every jockey over to the rail at the turn, right in the heaviest going, in the track.

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As the three neared the mile-post Patterson, the owner of Ornament, rose, and signalled with his cane. In an instant Clayton shot Ornament across to the dry ground, and before the other jockeys could see the race was practically won. Clayton's manoeuvre freshened up the son of Order, so that he made five lengths, and he kept it to the close.

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Twenty thousand people witnessed the race.

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First race—one mile—C. S. Bush (5 to 1) won, Garnet Ripple (9 to 1) and 10 to 1 second, Bob White (6 to 5) third. Time, 1:36.1-2.

Second race—one mile and twenty yards—Maddolee (9 to 1) won, Lady Britannic (4 to 5) and 3 to 5 second, Moralist (7 to 1) third. Time, 1:56.1-2.

Third race—mile and sixteenth—Damocles (5 to 1) won, S. Minter (7 to 1) and 10 to 1 second, David (7 to 10) third. Time, 1:56.1-2.

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Fifth race—mile and seventy yards—Dick Behan (6 to 1) won, A. B. C. (2 to 5) and 7 to 10 second, Jack Bradley (13 to 1) third. Time, 1:56.

Sixth race—mile and a half—Gold Tip (1 to 2) won, Royal Choice (11 to 5) and even second, Nannie L's Sister (5 to 2) third. Time, 1:56.1-2.

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Tillo and Boanerges and the Cincinnati Hotel Hardicap run. The finish race did not come off, but the match of the handicap race the spectators for what they missed in not seeing Tillo and Boanerges race.

First race—selling, one mile—El Toro (2 to 1) won, J. P. B. (5 to 1) and 4 to 5 second, Yelverton (7 to 1) third. Time, 1:41.4.

Second race—five furlongs—MacVoor (even) won, Rastus (2 to 1) and 5 to 1 second, Chiopee (5 to 1) third. Time, 1:25.1-2.

Third race—one mile—Whiteoak (6 to 1) won, Olean (7 to 1) and 1 to 2 second, Hatsoff (6 to 1) third. Time, 1:41.1-2.

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Fifth race—five furlongs—Elena Louise (6 to 1) won, Eleanor Holmes (5 to 1) and 5 to 1 second, Florida Rose (5 to 1) third. Time, 1:30.1-2.

Sixth race—one mile—Osceola (5 to 1) won, Orinor (2 to 1) and 1 to 2 second, Enquo (11 to 1) and 1 to 2 third. Time, 1:42.1-2.

SHEEPSHEAD RESULTS.

NEW YORK, June 26.—Results at Sheepshead Bay.

First race—seven furlongs—Leedsville (4 to 1) won, Wolking (6 to 1) and even second, Storm King (6 to 1) third. Time, 1:24.5-6.

Second race—mile and a furlong—Sir Walter (4 to 1) won, Cromwell (5 to 1) and 6 to 1 second, Rensselaer (4 to 1) third. Time, 1:55.

Third race—the Zephyr Stakes, Furlongs—Blue-Away (2 to 1) won, Mont (2 to 1) and 4 to 1 second, Varus (2 to 1) third. Time, 1:31.

Fourth race—Stirrup-Cup Handicap, one mile and sixteenth, gentlemen riders—Ferry (2 to 1) won, St. Nicholas (11 to 2) and 1 out second, and Rodman B. (9 to 1) third. Time, 1:31.5-6.

Fifth race—five and a half furlongs—Wild Warrior (6 to 1) won, Glorian (5 to 1) and 1 to 2 second, and Commerce (5 to 1) third. Time, 1:30.

Sixth race—six furlongs—Dolan (1 to 5) won, Zanone (5 to 1) and 1 to 2 second, and Gotham (4 to 1) third. Time, 1:15.5-6.

Seventh race—Marchesa (5 to 1) won, Attitude (4 to 1) and 8 to 5 second, and Tuxedo (5 to 1) third. Time, 1:29.

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